

PRE-FLIGHT INSPECTION

ARTICLE NO. 352

DATE 16 NOV 1956

NOSE SECTION:

MECH. INSP.

1. Plastic nose & windows free of cracks & secure.

Rec'd

2. ARN/6 boot for condition & closed, ARN/6 and compass secure.

Rec'd

3. Brake fluid for proper level & cap secure.

Rec'd

4. Cabin pressure test fitting secure.

Rec'd

5. Pitot clean & secure, check AIRSPEED.

X

6. Nose section clean & OK to close panel.

Rec'd

7. Access panel installed.

Rec'd

8. All items cleared.

CREW CHIEF:

Rec'd

COCKPIT EXTERNAL:

1. Static holes all open.

Rec'd

2. Canopy external handle secure.

Rec'd

3. Lower antenna secure.

Rec'd

4. Windshield & canopy glass cleanliness & condition.

X

5. All items cleared.

CREW CHIEF:

Rec'd

COCKPIT INTERNAL:

1. Canopy antenna connection secure.

Rec'd

2. Canopy emergency release handle locked & safetied (020 copper wire).

Rec'd

3. Canopy for proper latching with aft hatch installed.

Rec'd

4. Canopy seal & connection for condition.

Rec'd

5. Brakes for solid feel.

X

6. Rudder pedals for freedom & operation of adjustment.

X

7. Elevator for operation & freedom.

X

8. Aileron for operation & freedom.

X

9. Elevator tab for operation & direction. Set to neutral.

X

10. Approved For Release 2000/04/18 : CIA-RDP89B00551R000100210011-5

COCKPIT INTERNAL: (Continued)

MECH., INSP.

11. Throttle for operation & friction lock.	✓	
12. U.H.F.	Kay	
13. Alcohol & rag in map case.	✓	
14. Instruments for condition & cleanliness.	H	
15. Autopilot:		25X1A
a. Power on.		
b. Inverter on.		
c. After 3 minutes turn autopilot on. (Stick should not move fore or aft.)		
d. Check roll trim knob for operation. Wheel should move approximately the same distance each direction.		
e. Check yaw trim knob for operation.		
f. Check pitch trim knob for operation.		
g. Check turn knob for operation.		
h. Overpower autopilot in all three axes. (Stick and rudder pedals should return smoothly to initial position)		
i. Center yaw and roll trim knobs.		
j. Inverter off.		
k. Power off.		
16. Circuit breakers set or into white line.	H	
17. Seat belt & shoulder straps for condition & operation.	✓	
18. Oxygen system checked out, system pressure 1800-2000# cap installed, check out face heat.	Ally	
19. Warning lights for operation.	✓	
20. Emergency battery for operation, check voltage with precision meter.	✓	
21. Seat for condition & operation.	✓	
22. Interior lights for operation & security.	✓	
23. Cockpit floor cleaned.	✓	
24. All items cleared.	Ally	

CREW CHIEF:

EQUIPMENT BAY:		MECH.	PROP.
1. Peacan drained, flushed & valve closed.		H	
2. Cockpit regulators for cleanliness & condition.		H	
3. Control cables for freedom, operation & turnbarrels safeties.		H	
4. Equipment for security in hatch & bay.		Alert	
5. Lower hatch & seal for operation & condition of latching mechanism.		Alert	
6. OK to install lower hatch.		Alert	
7. Lower hatch installed, latched and safetied.		Alert	
8. Check HF radio equipment for security.		H	
9. Upper hatch latching mechanism for operations.		Alert	
10. Pressure regulator safetied in flight position.		H	
11. OK to install upper hatch.		Alert	
12. Upper hatch installed, latched & safetied.		Alert	
13. All items cleared.	CREW CHIEF:	Alert	
UPPER CROTCH BAY:			
1. Heat exchanger duct connections for security.		Ben	
2. Check for plumbing or anything riding structure.		Ben	
3. OK to close access door.		Ben	
4. Access door closed & secure.		Ben	
5. All items cleared.	CHREW CHIEF:	Alert	
ENGINE AIR DUCTS:			
1. R/H & L/H main ducts for cracks & cleanliness.		Red	
2. R/H oil cooler duct for cracks & cleanliness.		Red	
3. Check inlet guide vanes, compressor rotor & stator blades for dents, nicks or other evidence that the engine has ingested foreign material.		Red	
4. Run up screens removed.		Red	
5. All items cleared.	CREW CHIEF:	Alert	

MEMO. 7151.

Red

Red

Red

22

12

10.

1

Re

Red

Re

Red

RD

14

1. External skin for condition.

1

A

De

Be

7

44

1. Stabilizer for condition.

Be

13

EMPENNAGE: (Continued)		MECH.	INSTR.
4. Vertical stabilizer for condition.		Ben	
5. Vent line open.		Ben	
6. Rudder for security & condition.		Ben	
7. Fillets for security & condition.		Ben	
8. All items cleared.	CREW CHIEF:	Ben	
TAIL GEAR:		Ben	
1. Doors for security.		Ben	
2. Tires for condition.		Ben	
3. Steering cables & brackets for condition & security.		Ben	
4. Strut for condition & cleanliness, proper pressure is 335 psi extended or 3.75 inches compressed.		Ben	
5. Micro switch for security & condition.		Ben	
6. All items cleared.	CREW CHIEF:	Ben	
MAIN GEAR & WELL:			
1. Door for security & condition.		alex	
2. Control cables for condition, turnbarrels safetied.		alex	
3. Uplock release cable & spring secure.		alex	
4. Retract mechanism & cyl. for condition.		alex	
5. Strut for condition, proper pressure or height & cleanliness. Pressure 180 psi extended or 4.5 inches compressed.		alex	
6. Brakes for clearance & freedom of leaks.		alex	
7. Tires for condition & pressure, 240 lbs.		alex	
8. All items cleared.	CREW CHIEF:	alex	
ENGINE COMPARTMENT:			
1. Throttle for security & safety.		Dick	
2. Main & aux. fuel tank transfer valves open & safetied.		Dick	
3. Manual fuel shut off open & safetied.		Dick	
4. Main fuel strainer drained or checked for water.		Dick	

ENGINE COMPARTMENT: (Continued)	MECH.	INSP.
5. Check accumulator pressure, 800 psi.	<i>Dieb</i>	
6. Hydro Oil tank full.	<i>Dieb</i>	
7. Electrical plugs secure & safetied.	<i>Dieb</i>	
8. Fuel & oil lines secure & free of leaks.	<i>Dieb</i>	
9. Dive flap shut off valve safetied open.	<i>Dieb</i>	
10. Engine side plates installed.	<i>Dieb</i>	
11. OK to install aft lower engine cover & drain lines.	<i>Dieb</i>	
12. All items cleared. CREW CHIEF:	<i>Dieb</i>	
SEXTANT:		
1. Lighting, DAY, NIGHT and OFF.		
2. AZIMUTH control movement, 360° both ways.		
3. HEADING control movement, four rotations.		
4. ELEVATION control movement, high and low, visibility of objects.		
5. Averager time.		
6. Bubble diameter.		
7. Average error.		
8. Standard control settings.		
9. Light cone stowed. Cleanliness of optics.		
10. Leave light switch in off position. Turn off rectifier and remove plug from ship.		
11. All items cleared. CREW CHIEF:		
FINAL SIGN OFF:		
1. Install lower engine cover fwd. section.	<i>Dieb</i>	
2. Remove pitot airspeed cover.	<i>Dieb</i>	
3. Remove main & tail gear down lock pins.	<i>Dieb</i>	
4. Install scissors pin in tail gear.	<i>Dieb</i>	

NOT CHECKED

FINAL SIGN OFF: (Continued)		MECH.	INSP.
5. Fuel load <u>1200</u> Fuel added <u>1186</u> Oil added <u>0</u> Oil level <u>37</u> Oxygen <u>1800</u>			
6. Ship released for flight <u>[REDACTED]</u> Date <u>16 NOV 1956</u> Time <u>07:30</u>			25X1A
AIRCRAFT GENERAL:			
1. Elect and radio pre flight.			
2. Install and check special equipment.			
3. Check destr. circuit.			
4. Install and connect destr.			
5. Install upper hatch.			
6. Pilot enter cockpit.			
7. Pilot check cockpit.			
8. Start MA-2 on signal from pilot.			
9. Start engine.			
10. Disconnect MA-2			
11. Close canopy.			
12. Pull gear pins.			
13. Pull chocks.			
14. Crew Chief signal all OK on outside for take-off.			
15. Pick up Pogo's after take-off.			
16. All items cleared.		CREW CHIEF:	
AFTER LANDING:			
1. Install Pogo's.			
2. Tow aircraft to hangar.			
3. Check with pilot to assure all discrepancies have been entered on 781-2.			
4. Correct discrepancies.			
5. All items cleared.		CREW CHIEF:	

ENGINE RUN DATA

DATE _____ TEST _____ ARTICLE _____ OPERATION _____
 START _____ START _____ START _____ START _____
 STOP _____ STOP _____ STOP _____ STOP _____

TIME						
RPM Idle 50						
Max. 91-95						
JET TEMP. Idle 200-300						
Max. 500-580						
FUEL PRESS. Idle 15-20						
Max. 8-12						
START TOTALIZER						
END TOTALIZER						
ELAPSED TIME						
LOADMETER .05 2.5						
HYDRO. PRESS.						
2800-3100						
OIL PRESS. 40-50						
OIL TEMP. Idle 0-70						
Max. 0-80						
ENGINE COMP. TEMP.						
AFT FUEL. TEMP.						
PRESS. RATION 80%						
1.2-1.6 Max. 2.2-2.5						
WING FLAPS						
DIVE BRAKES						
GUST						

POSTFLIGHT INSPECTION

MISSION NUMBER _____ AIRCRAFT NUMBER _____ DATE _____

MECH. _____

PREPARATION:

1. ~~Fire extinguisher provided.~~
2. ~~Landing gear downlock pins installed.~~
3. ~~Wheels checked.~~
4. ~~Auxiliary static ground installed.~~
5. ~~Dive flaps closed shutoff valve "OFF".~~
6. ~~DD Form 781 for discrepancies.~~
7. ~~Switches "OFF".~~
8. ~~Necessary fairing, panels and access doors removed or opened;
closed or reinstalled upon completion of the inspection.~~
9. ~~Dust excluder plugs and wing, empennage, canopy and pitot covers
installed upon completion of the inspection.~~

AIRFRAME (SYSTEM NO. 3)

1. ~~Aircraft for cleanliness.~~
2. ~~Wings, fuselage, empennage and control surfaces for damage;
-drain holes for obstruction.~~
3. ~~Static ground wire for security and positive contact with ground.~~
4. ~~Fairings, pannels, and doors for damage and insecurity.~~
5. ~~Battery area for evidence of leakage or overflow of electrolyte.~~
6. ~~Dive brakes track for cleanliness; flaps, tracks, and linkage
for damage and insecurity; actuators, lines hoses, and connections
for insecurity and evidence of leakage; lines and hoses for
chattering and damage.~~
7. ~~Windshield and canopy for cleanliness, distortion, nicks, crazing,
cracks, and scratches.~~
8. ~~All required Postflight entries made in applicable forms.~~
9. ~~Shoulder harnesses and safety belts for cleanliness.~~

LANDING GEAR (SYSTEM NO. 4)

1. Landing gear and wheels for damage and free of mud, grass and

MECH.

2. Shock struts for evidence of leakage; polished surfaces of shock struts and hydraulic pistons cleaned with cloth moistened in hydraulic fluid.
3. Microswitches for cleanliness, damage, and insecurity.
4. Doors and actuating mechanism for damage, insecurity and evidence of improper adjustment.
5. Wheels for evidence of overheating in area adjacent to brakes.
6. Tires for uneven wear, cuts or blisters; free of grease or oil; slippage marks for misalignment.
7. Accessible brake lines, hoses, connections and components for leakage with parking brakes "SET".
8. Accessible components, lines, hoses and connections for insecurity and evidence of leakage; lines and hoses for chaffing and damage.
9. Brake system reservoir for required fluid level; filler plug for security.

HYDRAULIC PNEUMATIC (SYSTEM NO. 5)

1. Accessible components, lines, hoses, and connections for insecurity and evidence of leakage; lines and hoses for chaffing and damage.

UTILITY (SYSTEM NO. 6)

1. Oxygen system and components:
 - a. Recharge to 1850 psi.
 - b. Regulator for steady flow by turning the pressure control knob about 90 degrees clockwise.
 - c. Regulator system for leakage by ensuring that there is no audible escape of oxygen with diluter in "100% OXYGEN".
 - d. Regulator diaphragm and mask-to-regulator tubing for leakage when a slight pressure is applied at the open end of the mask-to-regulator tube by blowing gently with diluter lever set at "100% OXYGEN"; set regulator diluter at "NORMAL OXYGEN" upon completion of tests.
 - e. Hose from regulators for tears, holes, kinks and insecurity.
 - f. Knurled collar and hose on regulator outlet elbows properly tightened (point to suit user's convenience).
 - g. Flow indicators for operation. (With regulator set at "100% OXYGEN", blinker should move freely with each normal breath from mask-to-regulator tubing).

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POWER PLANT (SYSTEM NO. 7)

1. Exhaust cone for soot swirls and heat streaks indicating faulty fuel nozzles. (If found, inspect inner liners, nozzles and domes).
2. Turbine wheel for broken buckets.
3. Buckets for nicks and dents beyond specified tolerance.
4. Nozzle diaphragm blades for damage.
5. Engine for evidence of leakage; loose or missing nuts, bolts, studs, or clamps; proper safetying where required.
6. Diaphragm and air seal assemblies for cracks and insecurity.

FUEL (SYSTEM NO. 8)

1. Exterior of aircraft for evidence of leakage.
2. Tanks serviced; tank filler necks and cap seals for damage or excessive wear; caps for proper seating.

OIL (SYSTEM NO. 9)

1. Engine reservoir for required servicing; filler cap for security.
2. Exterior of fuselage for evidence of leakage.
3. System components, lines, and hoses for damage; lines and hoses for chafing.

AIR INDUCTION AND EXHAUST (SYSTEM NO. 11)

1. Air intake ducts for damage and foreign material.
2. Tailpipe for cracks and distortion beyond permissible limits; tailpipe clamp and blankets for damage and insecurity.

ELECTRICAL (SYSTEM NO. 14)

1. Spare lamps and fuses available in holders.

INSTRUMENTS (SYSTEM NO. 15)

1. Pitot head and static plates for damage and insecurity.
2. Instruments, panels and brackets for damage and insecurity.
3. Instrument cover glasses for cleanliness, cracks, and looseness; range, slippage and limit markings intact.
4. Standby compasses for discoloration of fluid and evidence of bubbles.

MECH

5. Thermocouple leads for damage and insecurity.	
6. Autopilot:	
a. Power on.	
b. Inverter on.	
c. After 3 minutes turn autopilot on. (Stick should not move fore or aft.)	
d. Check roll trim knob for operation. Wheel should move approximately the same distance each direction.	
e. Check yaw trim knob for operation.	
f. Check pitch trim knob for operation.	
g. Check turn knob for operation.	
h. Overpower autopilot in all three axes. (Stick and rudder pedals should return smoothly to initial position.)	
i. Center yaw and roll trim knobs.	
j. Inverter off.	
k. Power off.	
<u>R & R (SYSTEM NO. 16)</u>	
1. Visually inspect the following items;	
a. Antenna lead-in for damaged insulators, proper spacing from surrounding objects, and insecurity of connections.	
b. Plugs for proper insertion in jacks and receptacles.	
c. Junction boxes and covers for damage.	
d. Headset and microphone cordage and plugs for damage and proper stowage.	

REMARKS:

SIGNATURE _____